

REPORT

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CIRCULATE SUPPLEMENT TO  
REPORT NO.

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REPORT

1. The Technometal Factory is located at Soseau Bucurestii Noii No. 168, Bucharest.
2. The Technometal Factory was formerly a spinning mill. Since early 1949, it has constructed spare parts for textile machinery. It is controlled by the Ministry of Light Industry (Weaving and Knitting Sector). It is the only factory of its kind in Rumania and is responsible for the supply of spare parts to 132 textile mills. For the period 1951-52 the Ministry of Light Industry has planned to establish a spare parts factory for each of its Sectors (tannery, ceramics, glassware, etc.). These were to operate on similar lines as the Technometal.
3. During 1950 the factory produced 4,000 types (300 tons of spare parts for weaving, knitting and spinning machinery) for 132 textile mills. The value of the output amounted to 130,000,000 lei.
4. For 1951, a production of 500 tons of spare parts amounting to about 200,000,000 lei was planned. A production of 800 tons of spare parts valued at 500,000,000 lei was foreseen for 1952. These figures depended on the completion of the planned expansion of the plant before the end of 1951. They also took into account lower production costs as a result of new production methods.
5. During March - June 1951, the Projects Department of the Ministry of Light Industry prepared plans for the expansion of the factory, on the instructions of the Minister, Sencovici. The latter visited the site in June 1951 to check the plans on the spot.
6. The quality of the spare parts produced was considered to be "very mediocre" on account of the inferior quality of raw materials (steel, cast iron), poor condition of the machinery, and inefficiency and inexperience of technical personnel and senior administrative staff. 50X1-HUM
7. The bulk of the installations such as lathes, planes, presses, saws, were all of pre-war vintage and of varied origin ( [ ] Rumanian, Hungarian, [ ] ). In an effort to modernize the installations, a large number of Soviet lathes, reamers and planes

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of a very modern design were installed during the first quarter of 1951. They were, however, of such inferior quality that they were considered "worn out" after three months use.

8. The plant obtained its raw materials from the Hunedoara Combining and from Resita. The average delay in delivery amounted to five or six months in mid-1951.

9. At the end of June 1951 the number of personnel amounted to 280, of whom 210 were unskilled laborers.

10. Personalities.

Political Director	:	Stan Stanica,	[redacted]
Technical Director	:	Ion Fulga,	[redacted]
Head of Commercial Department	:	Robert Novotny	[redacted]
Head of Technical Office	:	Mihail Grabany	[redacted]
Economic Controller	:	Alexandru Antonescu.	
Head of Planning	:	Veanu Christole.	
Trade Union	:	Ion Batranu.	

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11. Work was carried out in two shifts from 6am to 2pm and from 10pm to 6am. Since early 1950 the shift from 2 to 11 has been discontinued.

12. Electric power was supplied by the Bucharest Grozavesti Works. The 1950 consumption of Technometal amounted to 40,000 kw. Crude oil was used in the foundry. In October 1951 the use of crude oil was to be discontinued in favor of methane gas from Copsa Mica. Construction of the supply pipeline for Technometal started in March 1951 at the Gara De Nord railway station. In July 1951 work had reached the immediate vicinity of the factory. Technometal's yearly requirement of methane gas was estimated at 700,000 cubic meters.

13. Since 1951 the Bucharest power works have been unable to supply "round-the-clock" power to industrial installations. As a result, factories were requested to cut down hours of work. In the case of Technometal the shift from 2 to 11 PM was discontinued.

14. Location of factory and surrounding area.

The following is the key to the sketch attached as Appendix A, to this report:-

- No. 1 Gara de Nord Railroad Station.
- No. 2 B. M. (Bucharest Marfuri) depot railroad station.
- No. 3 Grivitei Avenue.
- No. 4 No. 1 Bucurestii Avenue.
- No. 5 Chitilei Road.
- No. 6 Muncii Avenue.
- No. 7 Colentina River, 8-10 meters wide.
- No. 8 Railroad station Chitila-Triaj.
- No. 9 Streetcar depot.

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- No. 10 Rolling mill Uzinele Laminorul (formerly Laromet) employing 1,500 workmen.
- No. 11 Technometal factory.
- No. 12 Deserted brick kiln (Fabrica de Caramizi Bazilescu).
- No. 13 Bazilescu cemetery.
- No. 14 Straulesti cemetery.
- No. 15 Straulesti slaughterhouse.
- No. 16 Straulesti airfield and pilot training school.
- No. 17 Reinforced concrete railway bridge named Podul Constanta.  
This bridge was based on four reinforced concrete pillars.  
It was about 25 meters long and six meters high. The bridge spanned Grivitei Avenue which had a double trainline.
- No. 18 Small wooden railway bridge.

Distances.

- From No. 8 to No. 11 - about 3 kms. (along the railway line.)
- From No. 11 to No. 12 - 1,800 meters (along the railway line.)
- From No. 15 to No. 11 - 1 km.
- From No. 11 to No. 17 - 2.5 kms.
- From No. 17 to No. 2 - 6.2 kms.
- From No. 2 to No. 1 - 0.8 kms.
- From No. 11 to No. 13 - 0.6 kms.
- From No. 17 to No. 16 - 4 kms.

15. Layout of the Factory.

The following is the key to the sketch attached as Appendix B. to this report:-

- No. 1 No. 1 Bucurestii Avenue.
- No. 2 Muncii Avenue.
- No. 3 Colentina River.
- No. 4 Wooden fence about 2.8 meters high.
- No. 5 Entrance.
- No. 6 Doorkeeper's hut.
- No. 7 Reinforced concrete building built in 1937 and measuring 56 x 15 x 4.5 meters. This building was divided into 4 parts, as follows:-
  - (a) Store containing inter alia: cast iron, steel, gasoline, coke, coal, carbide, bottled oxygen, tools, etc.
  - (b) Garage for three motor vehicles.
  - (c) Welding shop.
  - (d) File making department (Atelier de File).
- No. 8 Reinforced concrete machine shop measuring 25 x 22 x 5.5 meters, containing the following machinery:-
  - Thirty parallel lathes from 0.30 to 3 meters and 1 to 3 h.p.
  - Twelve automatic lathes of 0.40 meters and 1 to 3 h.p.
  - Six semi-automatic lathes of 0.60 meters and 1 to 3 h.p.
  - Four small planes with 0.60 meters range.
  - One large plane with a range of 1.60 meters.
  - Six presses, up to 60 tons each.
  - One circular saw.
  - One horizontal saw.

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No. 9 Reinforced concrete building measuring 26 x 4 x 3.20 meters, divided as follows:-

- (a) Washrooms and baths.
- (b) Corridor.
- (c) Electrical control panel.
- (d) Transformer.

No. 10 Two-story brick building 30 x 8 meters accommodating the following:-

Ground Floor.

- (a) Joinery.
- (b) Pattern shop.

First Floor.

Used as a pattern store.

No. 11 Three-story brick building 30 x 15 meters accommodating the following:-

Basement.

Cookhouse, dining hall, provisions store.

Ground Floor.

Conference room, theatre, reception room, Cadre office.

First Floor.

Offices of the political and technical directors, commercial - work and salaries - accountancy - economic control and planning departments.

Second Floor.

Living quarters for some clerks and workmen.

Roof.

Water tank containing 108 cubic meters, connected to a well, No. 12 below.

No. 12 Well, 15 meters deep. There was a six h.p. electric motor.

No. 13 Brick building 18 x 16 meters. The basement was used as a store for firewood; the ground floor as Communist Party offices.

No. 14 Foundry and Central Heating Installations.

- (a) Concrete building 15 x 12 x 5 meters housing  Stork boiler with 62 square meters heating surface with pressure up to 15 atmospheres. The boiler was automatically fed with crude oil.

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No. 15 Methane gas pipeline at a depth of two meters.

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No. 16 Methane gas control room, an underground construction 11 x 11 meters.

No. 17 Sentry box.

16. Expansion Work.

The figures mentioned below refer to the sketch attached as Appendix B. to this report:-

No. 18 Reinforced concrete construction 86 x 60 meters, to be completed during the second half of 1951. It comprises two buildings, as follows:-

(a) Single-story construction 70 x 60 x 5 meters, which will be used as a new machine shop. Buildings Nos. 7-10 will be converted into workshops for the repair and maintenance of the factory's installations and stores.

(b) Two-story construction 60 x 16 meters, to be used as technical offices and baths.

No. 19 Reinforced concrete construction 70 x 16 x 3 meters, to be completed during the second half of 1951. It comprises two buildings as follows:-

(a) Foundry 70 x 12 meters. A 15-ton crane was also to be installed. The present foundry (No. 14) will be converted into a timber store for patterns.

(b) Concrete construction 70 x 4 x 5 meters, to accommodate the furnaces.

No. 20 A narrow gauge line under construction since June 1951.

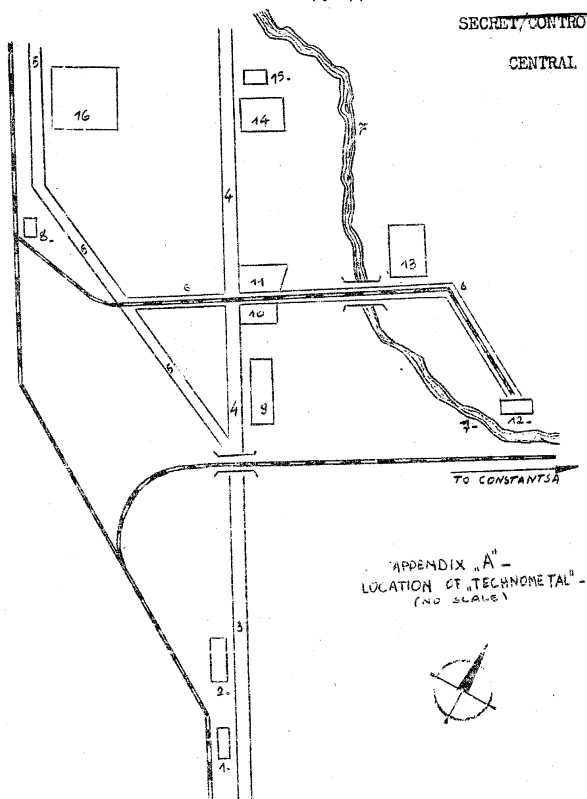
No. 21 Planned location of a railroad line to be constructed by the end of 1951.

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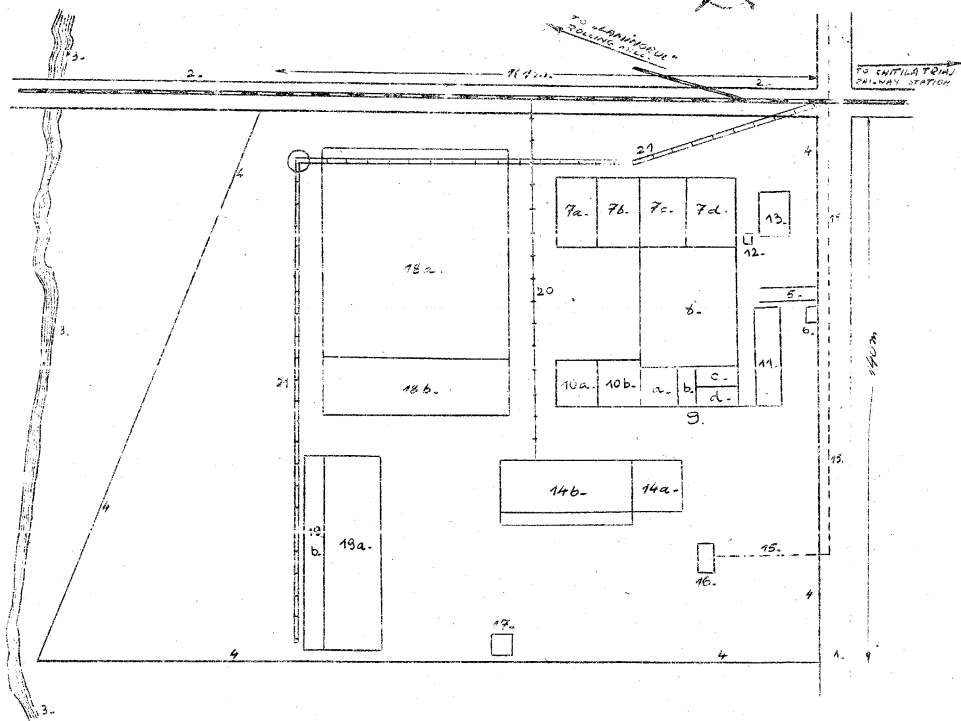
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APPENDIX B  
TECHNICAL - BUCHAREST  
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